

UNIMAK Decommissioned; RELIANCE New WTR

United States Coast Guard Cutter UNIMAK (WTR 379) ended more than 30 years of service to the Navy and Coast Guard when she was retired in a traditional decommissioning ceremony on 31 May 1975 at the Coast Guard Yard, Curtis Bay, MD.

CAPT V.W. DRIGGERS, USCG, representing Commander, Fifth Coast Guard District, and CDR Joseph H. WUBBOLD, III, USCG, UNIMAK Commanding Officer, placed the cutter out of commission as the ship's crew and guests looked on. Among the guests were RADM J.E. JOHANSEN, USCG, then Chief, Office of Reserve and now Commander, Fifth Coast Guard District, and two former UNIMAK skippers, CAPT H. M. HARTLOVE, USCG and CAPT W. P. ALLEN, USCGR.

UNIMAK has been replaced by the 210-foot Coast Guard Cutter RELIANCE, formerly homeported in Corpus Christi, Texas. A brief ceremony converting RELIANCE from WMEC to WTR was held at RTC Yorktown, VA on 27 June 1975.

UNIMAK is the last of 15 former Navy BARNEGAT seaplane tenders. Built for the Navy in 1942, she was commissioned the USS UNIMAK in Seattle, Washington on 31 December 1943. She reported to Balboa, Canal Zone in March 1944 and during the next nine months gave logistic support to seaplane bases, participated in anti-submarine warfare, and rescued survivors of a crashed blimp.



THE COAST GUARD RESERVIST

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In early 1945 she transported naval aviation personnel and supplies from England back to the United States. After a tour at Pearl Harbor, UNIMAK operated in the Aleutian Islands before being mothballed in 1947.

In 1948 UNIMAK joined the Coast Guard. She was fitted out as a cutter and recommissioned at San Francisco,

California in January 1949 as WAVP-379. She operated as an ocean station vessel in the North Atlantic and aided in search and rescue from March 1949 to August 1956.

In 1956 she left Boston and became a Reserve training vessel at Cape May, New Jersey. She moved again in

see UNIMAK, page 2



DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD TELECOMMUNICATIONS CENTER

R 301430Z MAY 75

FM USCGC UNIMAK

TO COMDT COGARD WASHINGTON DC

CCGDFIVE PORTSMOUTH VA

INFO COGARD RESTRACEN YORKTOWN VA

COMLANTAREA COGARD NEW YORK NY

COGARD YARD BALTIMORE MD

COMCOGARD GRU BALTIMORE MD

BT

UNCLAS

A. COMDT COGARD OFCO NO. 56-75 NOTAL

B. COMDT COGARD 221746Z MAY 75 NOTAL

1. IAW REFS A&B USCGC UNIMAK DECOMMISSIONED IN RESERVE STATUS.

2. I HAVE PLACED MY COMMAND IN RESERVE. THERE ARE NO UNEXECUTED ORDERS. ALL FITNESS REPORTS HAVE BEEN PREPARED, THE SMOKING LAMP IS OUT, ALL GALLEY FIRES HAVE BEEN DOUSED. ALL WEAPONS ARE COVERED.

3. THIS CUTTER IS IN ALL RESPECTS READY FOR SEA. THE STARBOARD ANCHOR IS READY ANCHOR, AND IS READY FOR LETTING GO. SHE NEEDS ONLY AMMUNITION, AND A CAPTAIN AND CREW TO LOVE HER.

4. GOD BLESS ALL WHO HAVE SAILED IN HER.

CAPTAIN SENDS.

BT

R 161800Z JUN 75

FM USCGC RELIANCE

TO COMDT COGARD WASHINGTON DC

CCGDFIVE PORTSMOUTH VA

CCGDEIGHT NEW ORLEANS LA

CCGDSVEN MIAMI FL

COGARD RESTRACEN YORKTOWN VA

COMLANTAREA COGARD NEW YORK NY

BT

UNCLAS

RELIEF OF COMMAND IN RELIANCE

A. CAA OPORD 8-75

1. I HAVE RELIEVED AND NOW COMMAND RELIANCE, REF (A) APPLIES.

2. I ASSUME COMMAND WITHOUT RESERVATION. I AM COMPLYING WITH ALL UNEXECUTED ORDERS, TO WIT, SAIL RELIANCE TO HER NEW HOME. THERE ARE NO UNCORRECTED MATERIAL CASUALTIES. THIS CUTTER IS IN ALL RESPECTS READY FOR SEA, AND FOR ALL MISSIONS. MY CREW IS QUALIFIED TO HANDLE AIRCRAFT WITHOUT RESTRICTION. THE SMOKING LAMP IS LIGHTED IN ALL AUTHORIZED SPACES. THE GALLEY FIRES ARE LIGHTED. ALL WEAPONS ARE UNCOVERED, BUT TOMPIONS ARE IN PLACE, SHOWING OUR READINESS TO FIGHT IF NECESSARY, AND ALSO OUR WAY OF SAVING, NOT TAKING LIFE. ALL BUNTING IS FRESH, EXCEPT FOR MY PENNANT WHICH IS THE ONE FLOWN IN UNIMAK WHEN WE DOUSED HER COLORS. THE LONG GLASS CARRIED BY MY OFFICER OF THE DECK CAME ALSO FROM UNIMAK, SYMBOLIZING THE CONTINUITY OF OUR MISSION. A NEW ENSIGN FLIES FROM THE BATTLE GAFF, AND MY PENNANT FLIES FREE.

3. WE ARE CONFIDENT OF A WARM WELCOME FROM THE JUNIOR ACTION ADDRESSEE.

4. GOD BLESS ALL WHO SAIL IN, AND FLY FROM, THIS LOVELY LADY.

CAPTAIN SENDS.

BT



The Executive Officer indicates to UNIMAK's skipper that the watch is secured as RADM JOHANSEN looks on.

THE ADMIRAL'S CORNER



I have relieved Rear Admiral J. E. JOHANSEN, and I want to go on record as being very pleased with my new assignment as Chief, Office of Reserve.

Having been on the job only since 10 June, I am probably the newest "reservist" in the service. While new in that sense, however, I am not a stranger to the Coast Guard Reserve organization.

For many years in a variety of assignments I have had the opportunity to observe, on a first-hand basis, the manner in which reservists perform their duty, and I have formed a very high opinion of their capabilities.

My association with reservists has primarily been with those serving on annual training duty and with Reserve Program Administrators assigned to vessels on which I served.

As Commanding Officer of the oceangoing tug CHEROKEE in 1967, I was so impressed by the caliber and skills of reservists periodically assigned for training duty that I wrote a letter so stating to Commander, Fifth Coast Guard District.

I have had similar favorable experiences working with members of the Reserve in other assignments, including aboard the icebreaker SOUTHWIND on trips to the Arctic and Antarctic, when my operations officer was a Reserve Program Administrator and my navigator was an Officer Candidate School Reserve officer.

While in the Officer Personnel Division at Headquarters, I

was closely involved in the selection, promotion, and career assignments of Reserve officers on active duty.

I am also aware of the significant change that has taken place in the Coast Guard Reserve as the result of the emphasis on augmentation of the Regular Coast Guard -- now the principal means of readiness training.

In my most recent assignment as Commandant of Cadets at the Coast Guard Academy, the local Reserve unit provided augmentation support both to the Academy and to the nearby Coast Guard Research and Development Center at Groton.

I am looking forward to getting out to visit Reserve groups and units and getting to know the men and women of the Reserve as Admiral JOHANSEN did. I think it is important to have as much first-hand knowledge as possible of the working program and the individuals who make it work.

For the past several weeks while getting my feet wet in the new job, the Headquarters Reserve divisions have briefed me on the various aspects of the Reserve organization. I am deeply impressed by the scope of activities in support of the Regular Coast Guard that have been brought on by augmentation training and eager to keep the dynamic program inherited from Admiral JOHANSEN moving in this positive direction.

I feel confident that I may rely on the continuing support that has been displayed in the past from everyone connected with the Reserve program.

I am glad to be aboard.

W. S. SchwoB
W. S. SCHWOB

UNIMAK, from page 2

1972 to Yorktown, Virginia, her final homeport.

As a training vessel UNIMAK not only took new Coast Guardsmen to sea for the first time but also provided on-the-job training for Coast Guard reservists and taught seamanship to Officer Candidates. Training was conducted not as a drill but through actual participation. New hands were absorbed into the crew and filled regular billets in the ship.

UNIMAK enforced U.S. fishing rights and international fisheries treaties by patrolling fishing grounds and by boarding and inspecting foreign fishing vessels. She made oceanographic observations regularly for the Coast Guard and other institutions and Government agencies.

For FY 1974, UNIMAK was awarded the Atlantic Area Vessel Performance "E" as the Atlantic Area Cutter demonstrating the highest degree of overall readiness and operational performance. This marks the first time a Reserve training vessel was so honored. She also won the Small Arms Trophy for Cutters in both 1973 and 1974.

UNIMAK was awarded the Coast Guard Unit Commendation for two separate seizures of foreign fishing trawlers fishing illegally inside the U.S. Contiguous Fisheries Zone (CFZ) in January and March 1974. As a result of the seizures, fines totalling \$225,000 were levied against the two ships. According to the citation accompanying the Unit Commendation "the Coast Guard fisheries law enforcement program in the North Atlantic has immensely strengthened foreign respect for the CFZ."

RELIANCE, now based at Reserve Training Center Yorktown, will carry on in UNIMAK's wake, combining training and operational missions and epitomizing the One Coast Guard policy.

SAR Station Manning Enters Third Summer

Coast Guard reservists are providing fulltime Search and Rescue coverage at three Regular Coast Guard stations in Michigan and Wisconsin for the third consecutive summer. The Reserve station-manning program begun in July 1973 is continuing in the summer of 1975 at Manistee and Harbor Beach, Michigan and at Plum Island, Wisconsin.

These three stations along with ten others initially were closed due to low work loads and high operating costs. At Congressional urging in 1973, 10 of the 13 stations were re-opened during peak seasonal recreational boating periods. Three stations are manned full time by reservists and the remaining seven stations are operated by the CG

Auxiliary on weekends and holidays. Nine of these ten stations are operating again in 1975.

In over 450 operating days at the Reserve-manned stations in 1973-74, 8 lives were saved and more than \$1.3 million in property assisted. During this period reservists responded to 155 SAR cases and assisted 282 persons. The stations are run in the same manner as Regular operational units, but effective SAR is provided at a lower annual cost.

A similar operation is being implemented on a one-year trial basis at Coast Guard Station Atlantic Beach on Long Island, NY. In early May LT Morton DOOLEY, USCGR, Commanding Officer of Coast Guard Reserve Unit Atlantic Beach reported for 13 days

of Active Duty for Training to assist the officer-in-charge, BM1 Robert J. McELROY, USCG, in changing over to a Reserve-manned station. When the operation is in full-swing, a minimum crew of 16 reservists plus four permanently assigned Regulars to act as caretakers is planned. On weekends CGRU Atlantic Beach will provide an OOD, a boat crew, a communications watchstander, and a cook to augment the station in order to allow liberty for reservists on longterm Special ADT.

Although the future of these programs beyond the 1975 season is unclear, the operation is considered to have been a success. Reservists have received invaluable training while providing a valuable service to the public.

Private Vehicle Towing on IDT Barred by Headquarters Policy

Coast Guard reservists on inactive duty training who die, incur personal injury, or incur damage to their property while towing Coast Guard boats with their privately owned vehicles may not have a successful claim against the Government under any of the claims statutes.

The Claims and Litigation Division at Coast Guard Headquarters gave this response to an inquiry by the Office of Reserve on the question of Government liability when Coast Guard Boats are towed by privately owned vehicles (POV).

When death or personal injury is incurred on inactive duty training, a reservist may not be successful in asserting a claim against the Coast Guard under the Federal Tort Claims Act. Such death or injury could be classified as incident to service, and since the law provides for compensation (medical treatment and disability compensation), the reservist, like the Regular, must rely on those provisions for compensation and not on a claim against the Government.

In the case of damage to the reservists' property, only two possible claims statutes exist to which a reservist could resort -- the Military Personnel and Civilian Employees Claims Act (MPCECA) and the Military Claims Act (MCA). As interpreted by the Claims and Litigation Division, how-

ever, neither the MPCECA nor the MCA would be likely to support such a claim by a Coast Guard reservist against the Government.

If a reservist causes injury, death, or damage to a third party civilian while operating his POV in the performance of authorized duties, normally the U.S. will represent the reservist and assume any liability to third parties. However, if the

it is admirable that reservists volunteer the use of their vehicles for this activity, the decision has been made that privately owned vehicles will not be used for towing Government owned boats and trailers.

Hopefully, future amendments to the statutes will clarify the position of the individual reservist. Until such time, however, the policy of the Coast Guard Reserve remains that POV will not be used to tow Coast Guard boats and trailers on inactive duty training.

Study Hints Outlined For Fall SWE

An analysis of the spring Service Wide Examination scores has been completed by the Reserve Training Division. For those reservists expecting to take the fall SWE, the following list suggests areas where additional study is recommended.

MK3: Boilers, Steam Machinery, Refrigeration and Air Conditioning, Pumps, Valves, and Piping.

SK3: Procedures of Inventory Control, Transportation, Travel, Publications, Vouchers, and Returns.

DC2: Firefighting and Pumps, Pipefitting and Anchor Windlass.

SK2: Pay, Allowances, Allotments and Pay Records, Transportation, Travel, Publications, Vouchers, and Returns.

EM1: Motors and Generators.

ET1: Safety, Antennas, and Propagation.

GM1: Administration and Ammunition, MK 32 SVTTs.

HM2: Preventative Medicine, Clerical Forms and Procedures, Administration and Organization.

MK1: Boilers and Steam Machinery.

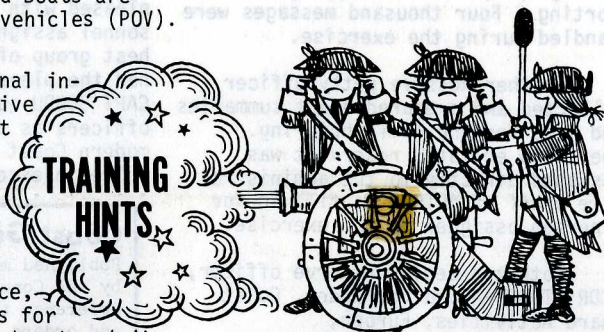
PA1: Editing, Layout and Makeup.

RM1: Publications.

SK1: Military Pay.

SS1: Management Training Supervision, Administration.

YN1: Service Record Maintenance.



reservist does not have appropriate authority to drive his POV, he could be found to be outside the "scope of his employment" and the reservist, not the Coast Guard, would be personally liable for any damage or injuries caused by his negligence.

A G-RT letter of 19 March 1975 on this subject was sent to all district commanders (r) pointing out the difficulties of recovering losses in claims filed under current regulations. The letter further stated that, although

Addressing the Problem

The Administrative Services Division here at Coast Guard Headquarters was surprised to find recently that various pieces of mail distributed by local Reserve units throughout the country to their members were showing up in the incoming mail at Headquarters.

Close examination revealed that the mail had not been delivered to the original addressee due to incorrect addressing. More importantly, however, the mail was being returned to Coast Guard Headquarters in Washington because the local mailing unit had failed to affix its return address to the parcel, thus leaving only the general return address "DOT, U. S. Coast Guard."

Failure to make a return address creates two serious problems for the Coast Guard. The first and most obvious problem is the considerable waste involved in the returning of un-

deliverable local mail from throughout the country to Coast Guard Headquarters. Such waste not only involves money but manpower, placing another unnecessary burden on an already overburdened postal system.

The second problem is not so obvious but just as important to local Coast Guard units and their members -- failure to pass the word. When mail is undeliverable, unit members do not receive the information that had been considered important enough to mail to them. Moreover, when this undeliverable mail is not returned to the local originator, the failure to communicate is not readily apparent. The result can range from annoyance to disaster, as in the case of advancement and servicewide examination information.

To sum it up, these problems can be avoided if we all address the address problem.

Reservists Augment Coast Guard ACTEUR Command Post Exercise

Seven Fifth Coast Guard District reservists participated recently in the Coast Guard Activities, Europe Command Post Exercise (CPX). The seven reservists -- four officers and three enlisted men -- were assigned to augment the staff of Commander, Coast Guard Activities, Europe (ACTEUR) during the CPX from 26 February to 14 March 1975. The command did not have adequate manpower to staff for the continuous 24-hour coverage required by the CPX and so called on the Coast Guard Reserve for assistance.

The participating reservists were LCDR R.W. STRACHAN, LT K.W. BARRETT, LTJG D.L. HAYDEN, CW03 F.L. NELMS, SK1 H.R. PLYLER, QM2 T.P. JENKINS, and YN2 C.M. TOLER.

Personnel from ACTEUR's Operations Department briefed Regular and Reserve participants alike before the CPX began on 3 March. The command post operated 24 hours a day for 11 days through 13 March. A CPX critique and debriefing followed on 14 March.

One Reserve officer acted as

CPX controller during the day watch. Another Reserve officer and one ACTEUR officer complemented each other as players on each watch. The senior Reserve officer conducted the daily CPX briefing for the entire ACTEUR staff.

For each CPX watch an enlisted man was required as duty petty officer. A reservist joined two enlisted men from the ACTEUR staff to perform this duty, which included message preparation, logging and sorting. Four thousand messages were handled during the exercise.

Another Reserve petty officer collected and prepared event summaries and maps for the daily briefing. The third enlisted reservist was assigned directly to the administrative staff of ACTEUR to fill in for a person assigned to the exercise.

Both the senior Reserve officer, LCDR STRACHAN and Commander, Coast Guard Activities, Europe, CAPT L.W. GODDU, Jr., USCG, praised the performance of the Reserve CPX participants. LCDR STRACHAN felt "this augmentation activity was

most useful and beneficial to all concerned." The reservists learned mobilization activities at their augmentation site and had the opportunity to learn previously unfamiliar Coast Guard activities and use normally inaccessible publications and documents. He called the CPX "a valuable learning and augmentation opportunity for reservists and of value to ACTEUR in performing its readiness mission."

CAPT GODDU "was particularly pleased with the augmentation personnel assigned. They were among the best group of men with which I have had the pleasure of serving." CAPT GODDU quoted one of his staff officers as saying, "If this is the modern Coast Guard Reserve, then we're in excellent hands."

Coast Guard Reservist

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ADMIRAL O.W. SILER
Commandant, U.S. Coast Guard

RADM W.S. SCHWOB
Chief, Office of Reserve

LTJG D.K. SECREST
Editor

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

Reserve Officer Promotion Status

The status of inactive duty Reserve officer promotions to LT through CAPT as of 1 July 1975 is shown below. Listed are the names and signal numbers of the junior officers on the latest selection lists for whom vacancies exist and whose running mates have been promoted. In addition, the officer's position on the selection list and the number remaining on that list are shown.

Junior Reached	Signal Number	Position On List	Number Left
CAPT - August H. DOUGLAS, Jr.	167	11	6
CDR - Philip L. ADAIR	749	99	0
LCDR - Richard F. SANDERS	1569	70	0
LT - James R. MUDGETT	3375	197	48

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